

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY Poland

REPORT

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Swinoujscie (Swinemuende)

1. The harbor is in good condition. It is used as a ferry point, as well as a base for light Polish and Soviet naval vessels, a headquarters for life-saving ships, and as a base for a small number of large fishing vessels which serve as leader and guard vessels for smaller fishing craft based in Swinoujscie. Loading and discharge of ships is carried out on a comparatively small scale, partly in order to lighten those ships which have too deep a draft to be able to navigate as far as Szczecin with a full load, partly to fill up the stocks on land belonging to Polish and Soviet naval bases, or in order to bunker. The depth in the fairway to Szczecin from Swinoujscie is 24 feet. The ferry landing south of Eichsteden is no longer in use. North of this point there is a newly built industrial area which is closely guarded by soldiers. South of Odra Port a new fish canning factory has been erected. Auxiliary vessels and light naval vessels, which have been laid up or are under repair, are lying in the shipyard, in the yard basin. On the western shore of this basin there are slips. Twenty wooden patrol boats, which have been laid up and are in bad condition, are lying in the yard.

Szczecin (Stettin)

2. The harbor is in good condition. The rebuilding and expansion continues. A new quay has been built in Gliwicki harbor. This quay is called the Wutomsky quay, and on it are located two new coal loading machines. One of these lifts up railroad cars and dumps them; the other machine raises cars up on a platform where they are emptied. Each one has a capacity of about 700 tons an hour. Several railroad tracks are laid along this quay. On the Gornoslaski quay there has been erected a new storehouse. The Starowka pier has been made into a piece-goods pier with a new large storehouse. The pier has been equipped with three modern seven-ton cranes, and three railroad tracks have been laid along the landward side of the pier.¹ The Kaszubski pier has been equipped with new railroad tracks. West of the canal arm, which is opposite the Przemyslowy Canal, south of Parnica beach, a wall has been

25 YEAR RE-REVIEW

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built around the oil tanks which are situated there. The canal east of this point has been drained, and in the southern part of this canal extensive excavation is underway. Work on the Czechoslovakian free harbor at Wyspa Gryfia is approaching completion. Some cranes are ready and others are being erected on the new pier. The central harbor continues to be used as a Soviet free harbor.²

3. The area of the Vulkan yard has been extended. Two ships, probably merchant vessels, are under construction. The yard has two floating docks. Two submarines, which were salvaged during the fall, have been brought to this yard.
4. The Stocznia Odra yard has been renamed Stocznia Szczecinska. This yard has a floating dock with a capacity of about 1,500 displacement tons. Since 1951 the yard has built fishing cutters. There are ways on which two combination coal-and-ore ships, of about 2,500 BRT, are under construction. Repair of vessels is also carried out in this yard.

Kolobrzeg (Kolberg)

5. The harbor is entirely closed off and seems to be completely under military control. A large number of small naval vessels has been observed in the harbor. Since the middle of 1952 the harbor has been closed to commercial traffic.

Darlowo (Ruegenwalde)

6. The harbor has been dredged to a depth of six meters. It is used as a base for ships belonging to the fishing enterprise Kuter. No foreign merchant ships have visited Darlowo during 1952.

Ustka (Stolpmuende)

7. The harbor has been used during 1952 for the export of coal and briquets, as well as for a base for ships of the fishing enterprise Korab. The western harbor pier is under repair. A wall, several meters high, which is closely guarded by soldiers, has been built around the harbor. On both piers there are watch towers equipped with 75 mm. guns. The beach area west of the harbor is closed off for a distance of about ten kilometers. Artillery positions have been erected in that area. Thirteen-meter-long fishing cutters, at the rate of two per month, are being built in the shipyard. In addition, open fishing boats, nine meters long, equipped for rowing and sailing, are also being built.³

Wladyslawowo

8. The harbor has no loading or discharging equipment and is used almost entirely as a fishing harbor. The outer section of the west breakwater has been under repair for a stretch of thirty meters for a long time. Two new mooring places for fishing ships have been established in the western part of the harbor in a north-south direction. Each of these is 100 meters long. Over 100 fishing vessels have been observed in the harbor at one time. The entrance to the harbor is deep enough to permit the entrance of ships with a draft of 2.8 meters. A new shipyard is under construction immediately south of the eastern pier. This area stretches westward to the first mooring pier. Pouring of the foundations for a dock are underway.

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Gdynia

9. Traffic in Gdynia harbor during 1952 was less than normal. There has not been any extensive new construction in the harbor. Two new 1.5-ton portal cranes are being erected at Nab Polskie. The stone pier in Oksywie is ready. A pier there has been turned over by the Soviets (sic). Large underground oil storage facilities exist there which are also used for bunkering Polish and Soviet naval vessels. The destroyer BURZA is under repair in the Oksywie navy yard.
10. The direction of the Stocznia Gdynska yard has been taken over by the Soviets. The yard delivered to the Soviet Union the motorship MALITOPOL (about 600 BRT) and also the KOMUNA PARISKA in the middle of December 1952. There is considerable activity, but it is not known what is under construction.

Gdansk (Danzig)

11. Traffic in Gdansk harbor does not seem to have been particularly lively during 1952. Work on the dredging and improvement of the harbor basin continues. It is thought that this area will be used as a naval base. The west harbor (previously the free harbor) is in good condition with respect to its piers and cranes. The Gorniczy basin is used for export of coal. There are three coal elevators, three bridge cranes, and several additional portal cranes. The area to the south of this point is used for wood export. Opposite this area, ore and piece goods are unloaded. At the entrance to the harbor several barracks are under construction.
12. During 1952, the KRIVOI ROG (2,500 BRT), the KREMATORSK (2,500 BRT), the MAKEEVKA (1,946 BRT), the DONBASS (3,858 BRT), and the NOWA HUTA (2,900 BRT) have been delivered by the Stocznia Gdanska shipyard. Eight trawler hulls, of the type GDY 101 RADUNIA (700 BRT), are awaiting fitting out. These ships are awaiting delivery of their engines.⁴ The yard is under the supervision of Soviet engineers.

Elblag (Elbing)

13. Maintenance work is in progress in the harbor. Coal, wheat, and piece goods are shipped from this point. There is considerable barge traffic in the harbor. The State School for Inland Shipping is located in the city; this school trains personnel for river shipping.
14. The Schichau shipyard and workshop repairs ships and builds machinery for ships and locomotives. It has two floating docks.

Comments.

1. [redacted] four electric cranes of German origin were installed at the Starowka pier and that the pier is connected with the Wroclaw (Breslau) freight station by five railroad tracks.
2. [redacted] this harbor is used exclusively for unloading and transshipping various crated materials and boilers imported from Germany. Ships up to 8,000 BRT can anchor at this basin.
3. [redacted] Ustka is to become one of the supply bases of the Polish and Soviet Navies; in particular, it will be a liquid fuel supply base for submarines and other naval units run on diesel engines.
4. [redacted] these vessels are about 250 tons each and are awaiting the arrival of engines [redacted]

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